RAF COLLEGE CRANWELL
“Pre-War Training Aircraft”

Training Aircraft at RAF Cranwell 1920 - 1939

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A Review Written in 1961

Training Aircraft of the RAF College

WHEN the Royal Air Force College was officially opened in 1920, training equipment consisted of the well-tried and faithful Avro 504K, the D.H.9A, the Sopwith Snipe and a Vimy or two for wireless training. The Avros, with their old-fashioned rotary engines, remained in service until the late twenties, when they were replaced by the 504N, or Lynx-Avro, which had a re-designed undercarriage, fixed radial engine, and a correspondingly increased performance. The Sopwith Snipes, with a maximum speed of 121 m.p.h., were used for solo experience for Senior Flight Cadets, and in 1920 were still front-line fighters. (How about bringing in a few Lightnings?) The next aircraft to arrive at the College was the dual Bristol Fighter, which proved an excellent trainer, witness this comment in the College *Journal* of 1930:

"Consider now the slotted 'Biffs'
They stall not, neither do they spin,
And yet a Christmas Tree in all its glory
Was not arrayed like one of these."

Another change in equipment took place in 1931 when the Armstrong-Whitworth Atlas arrived, a large cumbersome army co-operation machine. This replaced the D.H.9A. The Snipe had also been replaced by the dual controlled Siskin, another fighter type aircraft, with a maximum speed of 150 m.p.h. The Lynx Avros soldiered on until 1933, when thev were replaced by the Avro Tutor, an attractive biplane which had considerable aerobatic potentialities. Also in 1938 the Hawker Hart trainer, a delightful aircraft to look at, replaced the ugly 'Atlas' and remained in service until 1939. They also were superb machines for aerobatics in spite of the fact that their basic design was that of a light bomber, and they had a maximum speed of 165 m.p.h. The Siskin was replaced by the two-seater Bristol Bulldog in the middle-thirties, which had a scintillating performance. As well as being a trainer, they were front-line fighters until 1937, when the last squadron of Bulldogs was re-equipped with Gladiators. Tiger Moths and Magisters began to appear, until in 1939 the College was closed on the outbreak of the war.

There were also other less well-known aircraft which flew from Cranwell between the wars, notably those of the Long Range Flight. In 1927 a Hawker Horsley attempted to fly from Cranwell to India, but was forced to ditch in the Danube, without serious casualities. The same year another Horsley was slightly more successful and flew 3,470 miles in 34½ hours until forced down in the Persian Gulf. This record stood for two years, until Lindbergh broke it on his New York—Paris flight. The Fairy Monoplane completed four notable flights from Cranwell. In April 1929 it flew 4,130 miles to Karachi in 50 hours, and touched down with eight gallons to spare. The next attempt was less successful, and the aircraft crashed in the Atlas Mountains on the way to South Africa, killing both pilots. Another aircraft was built and in 1931 it flew from Cranwell to Egypt. Then in February 1933 it flew from Cranwell to Walvis Bay, 6,309 miles in 57 hours 25 minutes. This was a world long-distance record.

Another aircraft associated with the College was the Cranwell light aeroplane, of which there were two versions. The first flew in 1925 and was somewhat underpowered. The second aircraft followed a short time later and was reasonably successful. Also used at Cranwell for radio instruction (not for the College) were the Vickers Vimy, Virginia and Valentia, and the D.H.86B.

During the War, the College was closed, but at Cranwell there was an F.T.S., an Instructors' Course, and numerous other trade groups under training. As the College was closed, this period will not be examined in detail. However, the famous first flight of the Gloster-Whittle E.28/39, on 15th May, 1941, Britain's first jet aircraft, took place on the South Airfield, a special runway being constructed for the occasion.

When the College reopened in 1946, its equipment consisted of the perennial Tiger Moth, and the Harvard. The Tiger needs no introduction, and was much beloved, despite the fact that in winter, when the Lincolnshire north-easter blew, the open cockpit was very unpleasant. The North American Harvard was the advanced trainer, its main characteristic being its peculiar rasping note caused by the high tip speeds of its directly driven propeller.

In the summer of 1948, the ever faithful Tiger Moth departed, not without pangs of regret from instructors and pupils. To replace it, the Percival Prentice arrived, a brand new British trainer. This was a three-seat, low wing monoplane with fixed undercarriage and an enclosed hood, and also with full radio aids, flaps, brakes and variable pitch airscrew, a great advance over the Tiger Moth. However, the usual teething troubles accompanied the Prentice, and an unceasing duel between aircraft and airfield took its toll ; tyres burst, stern posts cracked, and the Prentice fleet grew smaller until eventually there were insufficient aircraft to continue the operation, and the Tiger was used again ! However, by January 1949 everything had been cured, and the aircraft was demonstrated to the Press. at Cranwell.

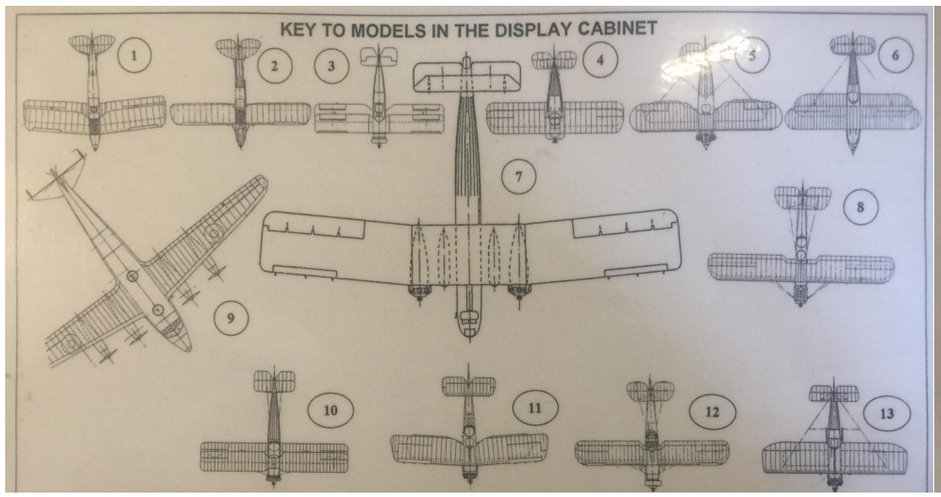
In the winter of 1952, the Prentices were replaced by a new primary trainer, the De Havilland Chipmunk. This aircraft, designed in Canada, was powered by a D.H. Gipsy Major engine and used tandem seating. It was a great advance over the Prentice in that it was fully aerobatic, and was much lighter. The noisy Harvard was also due for replacement, and, in 1953, this was replaced by the Boulton Paul Balliol T.2. This machine was powered by a Rolls Royce Merlin 35, had side by side seating, and a maximum speed of 288 m.p.h. at 9,000 ft. It had one Browning machine gun, and provision for four 60 lb rockets. Balliols served only at Cranwell and at one other F.T.S., their production being cut back in favour of the new jet trainers.

Jet aircraft had now appeared at Cranwell in the form of the Meteor 7, of which there were three, despite the fact that no runways had yet been constructed. In November 1954, the Chipmunk was replaced by the Hunting Percival Provost, which remained at Cranwell until 1960. This was a much more powerful aircraft, being sturdily and robustly built, with side by side seating and a maximum speed of 200 m.p.h., and with a service ceiling of 25,000 ft. The aircraft was capable of a rate of roll of better than 90° per sec. and had excellent aerobatic qualities. Provosts flew from the North Airfield during the construction of the runways, and from Spitalgate when Cranwell and Barkston were used by jets.

In 1956, upon completion of the South Airfield's runways, the De Havilland Vampire advanced trainer arrived to replace the Balliol. This was Cranwell's first jet trainer, and it is only just leaving us now. A great advance over anything used before at Cranwell, with glamorous pieces of equipment like " Bang-seats " and bonedomes associated with it, the Vampire had a maximum speed of 550 m.p.h. and a service ceiling of 40,000 ft. Cranwell entered the jet-age at last. The Provost/Vampire scheme of training was now used, in conjunction with the rest of Flying Training Command. Cadets now passed out having completed their advanced training.

Valettas and Varsities were then, and still are, used for navigator training. Meteors still flew from Cranwell, mainly for the benefit of those cadets, who, because of their excess stature, could not squeeze themselves into the somewhat cramped cockpit of the Vampire. In 1960, the next big change took place. The " New System " meant that cadets started straight away on jets ; advanced training was carried out after leaving the College. The faithful Chipmunk reappeared on the North airfield, to give once-weekly flights to those who were not yet flying on jets, and has gained quite a reputation. Jet Provosts, the last word in modernity and spaciousness, are taking over from the Vampire, and cadets now start on them. With a maximum speed of about 330 m.p.h. they are excellent aircraft, and will be supplemented later by the Mark 4 version. Finally, there are the weekend aircraft—Tiger Moths, Turbulents and gliders which fly from the North airfield on Saturday and Sunday afternoons making a welcome change from the noisy jets.

College Models on Display

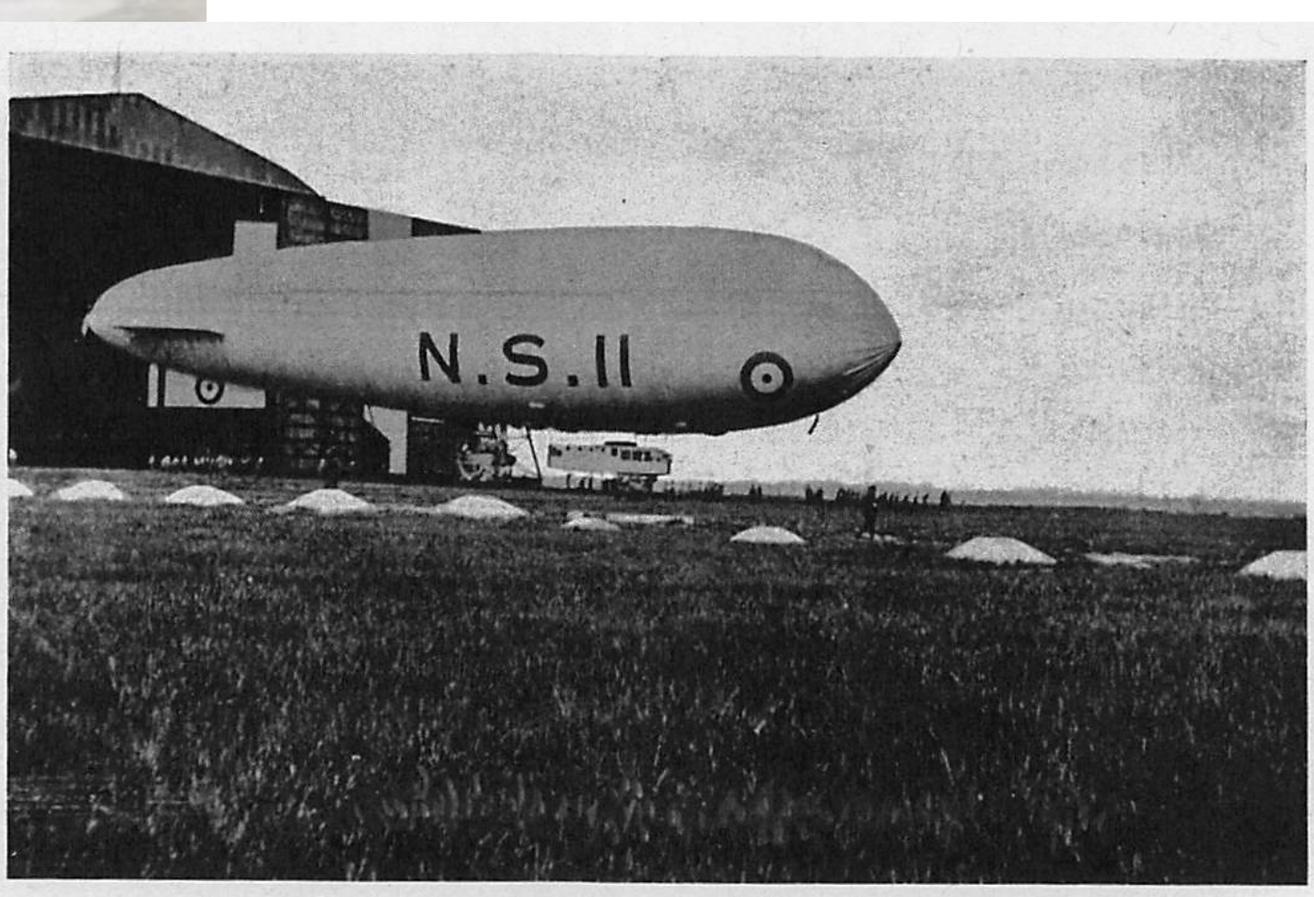


1. De Havilland DH.82A Tiger Moth – Cranwell 1932-47; 2. De Havilland DH.60M Gypsy Moth (Ser.No. K 1215) – AB INITIO Trainer Cranwell 1928-32; 3. Avro Tutor (Ser.No.K 3215) – Intermediate Trainer — Cranwell 1933-39; 4. Sopwith Snipe (Dual Control) – Advanced Fighter Pilot Training – Cranwell 1920-26; 5. Bristol Bulldog TM – Advanced Fighter Pilot Training – Cranwell 1928-36; 6. Hawker Fury – Advanced Fighter Pilot Training – Cranwell 1931-39; 7. Vickers Valentia "Flying Classroom" (Ser.No. K 2345) – Wireless Operators School – Cranwell 1936-41; 8. De Havilland DH.9A (Ser.No. J 7317) – "B" Flight 1925 – Cranwell 1920-27; 9. De Havilland DH.86B – 1937-42; 10. Avro 504N (Ser.No. J 8720) – AB INITIO Trainer – 1923-33; 11. Armstrong Whitworth Atlas (Ser.No.K 1172) – Advanced Trainer – Cranwell 1928-34; 12. Westland Wallace "Flying Classroom"(Ser.No. K 5082) – Wireless Operators School – Cranwell 1935-40; 13. Armstrong Whitworth Siskin (Dual Control) – Advanced Fighter Pilot Training – Cranwell 1924-31.

These models represent aircraft that flew from RAF Cranwell from 1918 to 1939. They were hand built from scratch to 1/48 scale by Peter Stephenson who lives nearby and produced them to supplement presentations that he gave locally on the history of RAF Cranwell between the two World Wars. These models are no longer used and Mr Stephenson donated them to the College in February 2009. All the models bear the airframe serial numbers allocated to actual aircraft during their period of service at RAF Cranwell.

Airships 1916 to 1918

Operated by:
RNAS Central Training Establishment Apr 1916 - March 1918
Airship Training Wing April 1918 - 1919
NOT OPERATED BY THE RAF COLLEGE



[*Photo : W. K. Morton & Sons, Ltd., Sleaford.*

AIRSHIP N.S.II LEAVING ITS SHED, CRANWELL.

BE2 and BE2c - 1916 to 1920

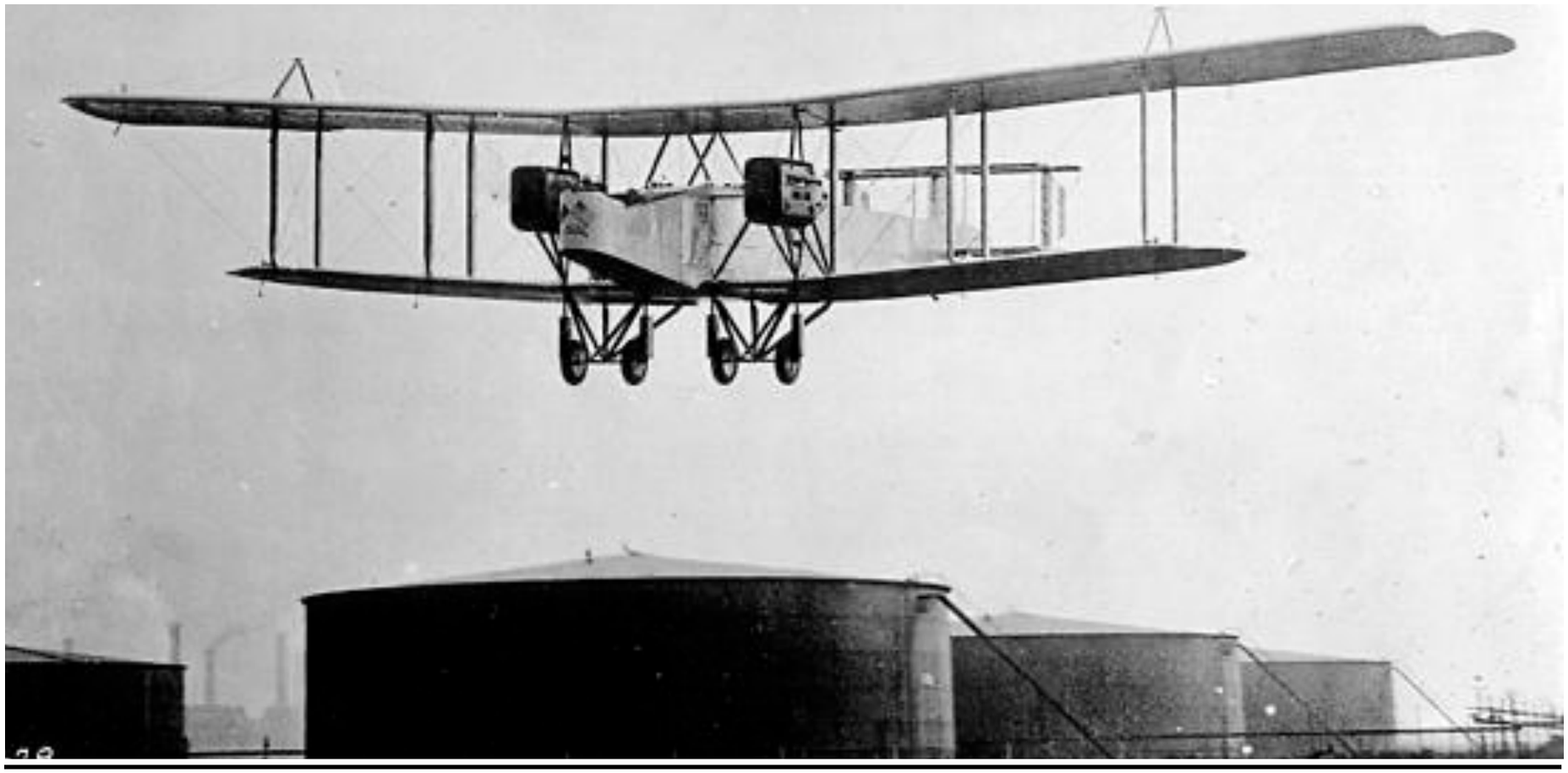
According to Peter Green and Mike Hodgson, operated by:
BE2 RNAS Central Training Establishment Apr 1916 - March 1918
BE2c 202 Training Depot Station Early 1918
BE2 56 & 57 Training Depot Stations July 1918 - February 1920
NOT OPERATED BY THE RAF COLLEGE

The BE2 was initially used as a front-line reconnaissance aircraft and light bomber; modified as a single-seater, it proved effective as a night fighter, destroying several German airships. By late 1915, the B.E.2 was proving inadequate in defending itself against German fighters. The B.E.2 has always been a subject of controversy, both at the time and in later historical assessment. From the B.E.2c variant on, it had been carefully adapted to be "inherently stable"; this feature was considered helpful in its artillery observation and aerial photography duties, most of which were assigned to the pilot, who was able to fly without constant attention to his flight controls. Despite a tendency to swing on takeoff and a reputation for spinning, the type had a relatively low accident rate. The stability of the type was however achieved at the expense of heavy controls, making rapid manoeuvring difficult.

Handley Page O/400 - July 1918 to 1919

According to Peter Green and Mike Hodgson, operated by:
58 Training Depot Station July 1918 - 1919
NOT OPERATED BY THE RAF COLLEGE

The Handley Page Type O was a biplane bomber used by Britain during the First World War. When built, the Type O was the largest aircraft that had been built in the UK and one of the largest in the world. There were two main variants, the Handley Page O/100 (H.P.11) and the Handley Page O/400 (H.P.12). The aircraft were used in France for tactical night attacks on targets in German-occupied France and Belgium and for strategic bombing of industrial and transport targets in the Rhineland. Some aircraft were temporarily diverted to anti-submarine reconnaissance and bombing in the Tees estuary in 1917 and two aircraft operated in the eastern Mediterranean. The impression made by the Type O was such that for many years after the war any large aircraft came to be called a "Handley Page" in Britain and entered the dictionary as such. The aircraft were used in France for tactical night attacks on targets in German-occupied France and Belgium and for strategic bombing of industrial and transport targets in the Rhineland. Some aircraft were temporarily diverted to anti-submarine reconnaissance and bombing in the Tees estuary in 1917 and two aircraft operated in the eastern Mediterranean. The impression made by the Type O was such that for many years after the war any large aircraft came to be called a "Handley Page" in Britain and entered the dictionary as such.



Sopwith Camel - 1918 to 1920

According to Peter Green and Mike Hodgson, operated by:
RNAS Central Training Establishment Apr 1916 - March 1918
201 Training Depot Station 1918
56 T& 57 Training Depot Stations July 1918 - February 1920
NOT OPERATED BY THE RAF COLLEGE

The Sopwith Camel was introduced on the Western Front in 1917 a a single-seat biplane fighter aircraft. It was a successor to the Sopwith Pup and became one of the best known fighter aircraft of the Great War. Though difficult to handle, it was highly manoeuvrable in the hands of an experienced pilot, a vital attribute in the relatively low-speed, low-altitude dogfights of the era. A two-seat variant served as a trainer.

Sopwith Cuckoo - 1918 to 1923

NOT OPERATED BY RNAS CRANWELL OR THE RAF COLLEGE
However, this photo was found amongst RAF College archived photos

The Sopwith T.1 Cuckoo was a British biplane torpedo bomber used by the Royal Naval Air Service (RNAS), and its successor organisation, the Royal Air Force (RAF). The T.1 was the first land plane specifically designed for carrier operations, but it was completed too late for service in the First World War. After the Armistice, the T.1 was named the Cuckoo.

Boulton Paul P9 - Early-1920s

NOT OPERATED BY RNAS CRANWELL OR THE RAF COLLEGE
However, this photo was found amongst RAF College archived photos

Gloster Grebe - 1923 to 1929

NOT OPERATED BY RNAS CRANWELL OR THE RAF COLLEGE
However, this photo was found amongst RAF College archived photos

Believed to be Grebe II J7380 of 29 Sqn - courtesy Paul McMillan

DH 9a Trainer - 1918 and 1920 to 1929

According to Peter Green and Mike Hodgson, operated by:
DH9 202 Training Depot Station Early 1918
DH9a RAF College February 1920 - January 1929

Upon entering service, the DH.9's performance was found to be unsatisfactory. The Adriatic engine was unreliable and failed to provide the expected power, which gave the DH.9 poorer performance than the aircraft (DH4) it had been meant to replace. The performance deficit was blamed for the heavy losses they suffered over the Western Front. The redesigned DH.9A was fitted with a more powerful and reliable American Liberty L-12 engine, which rectified the shortcomings of the original DH.9 model.

DH9a Crash Cranwell Possibly J7318 hit by Snipe E6310 taking off; pilots survived; 8/6/26 - courtesy Paul McMillan

Avro 504, K & N - 1916 to 1939

According to Peter Green and Mike Hodgson, operated by:
Avro 504 RNAS Central Training Establishment Apr 1916 - March 1918
Avro 504K 213 Training Depot Station June - July 1918
Avro 504 56 & 57 Training Depot Stations July 1918 - February 1920
Avro 504K 58 Training Depot Station July 1918 - 1919
Avro 504K/N RAF College Cranwell February 1920 - August 1939

Production during the war totalled 8,970 and continued for almost 20 years, making the Avro 504 the most-produced aircraft of any kind that served in the First World War, in any military capacity, during that conflict. More than 10,000 were built from 1913 until production ended in 1940. The two-seat 504K training aircraft had a universal mount to take different engines, and became the standard RAF trainer at the College throughout the inter-war era; the College also operated 504Ns, with its 160 hp (120 kW) Armstrong Siddeley Lynx engine, from January1929.

Avro 504Ks of 2 Sqn

Sopwith Pup - 1916 to 1918

According to Peter Green and Mike Hodgson, operated by:
56 Training Depot Station July 1918 - February 1920
NOT OPERATED BY THE RAF COLLEGE

With pleasant flying characteristics and good manoeuvrability, the Sopwith Pup proved very successful. Student pilots completing basic flight training in the Avro 504K often graduated to the Pup as an intermediate trainer. The Pup's docile flying characteristics also made it ideal for use in aircraft carrier deck landing and takeoff experiments.

Flying Parade A Flt - 1922

This photo was found amongst RAF College archived photos

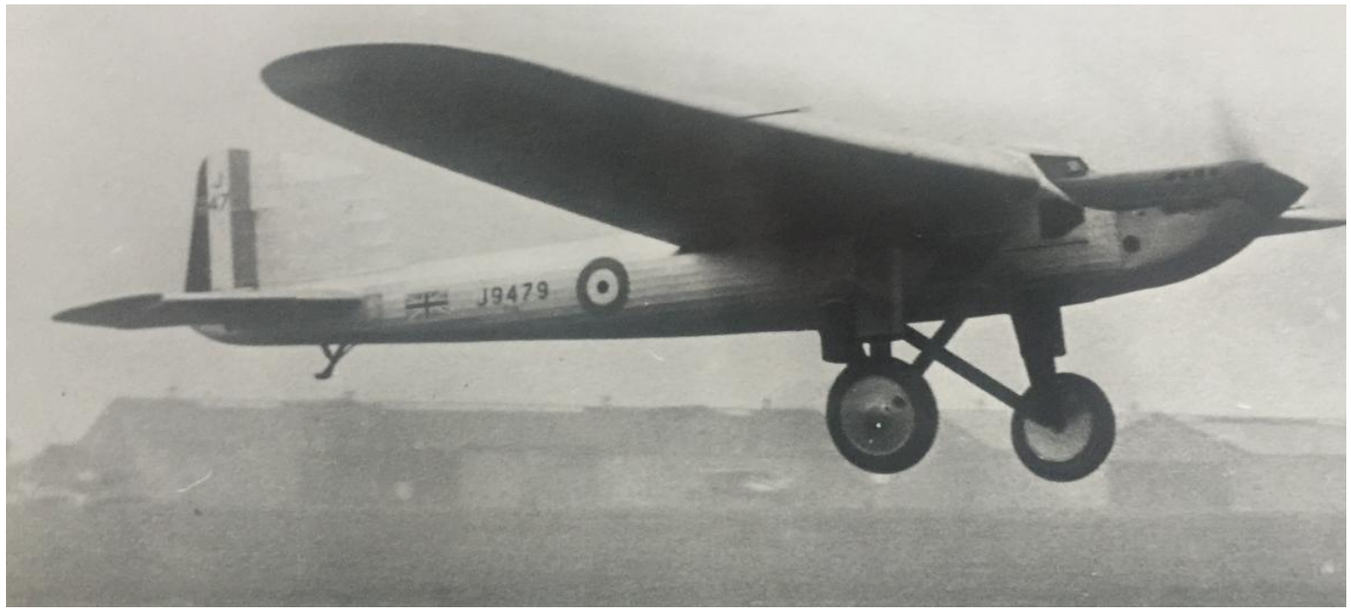
Vickers Vimy Bomber - 1919 to 1925

NOT OPERATED BY RNAS CRANWELL OR THE RAF COLLEGE
However, this photo was found amongst RAF College archived photos

Long Distance Flights of 1920s

NOT OPERATED BY RNAS CRANWELL OR THE RAF COLLEGE
However, this photo was found amongst RAF College archived photos

Capt Lindberg at Gosport 31-5-27



Miss Columbia at Cranwell 1927

[Photo : Sport & General Press A


Cranwell-Karachi Non-stop 29-5-22


Fairey Long Distance Monoplane
Cranwell-Tunis December 1929

Sopwith Snipe - February 1920 to January 1929

According to Peter Green and Mike Hodgson, operated by:
RAF College February 1920 - January 1929 *(sic);* possibly until 1926

The Sopwith Snipe came into squadron service a few weeks before the end of WWI, in late 1918. The Snipe was not a fast aircraft by the standards of its time, but its excellent climb and manoeuvrability made it a good match for contemporary German fighters. It was selected as the standard postwar single-seat RAF fighter and the last, as fighters, were not retired until 1926; there is some doubt when they ceased to operate as trainers at Cranwell.

AW Siskin 111 A - February 1920 to January 1929

According to Peter Green and Mike Hodgson, operated by:
RAF College February 1920 - January 1929 *(sic);* possibly only 1924 - 1931

The Armstrong Whitworth Siskin was a British biplane single-seat fighter aircraft of the 1920s produced by Armstrong Whitworth Aircraft. The Siskin was one of the first new RAF fighters to enter service after the First World War, and was noted for its aerobatic qualities. The Siskin III was popular in service, being highly manoeuvrable, although slightly underpowered. The improved Siskin IIIA was first delivered to No. 111 Squadron in September 1926.[15] The Siskin was used by 11 RAF squadrons. The last operational RAF Siskins were replaced in October 1932 by Bristol Bulldogs.

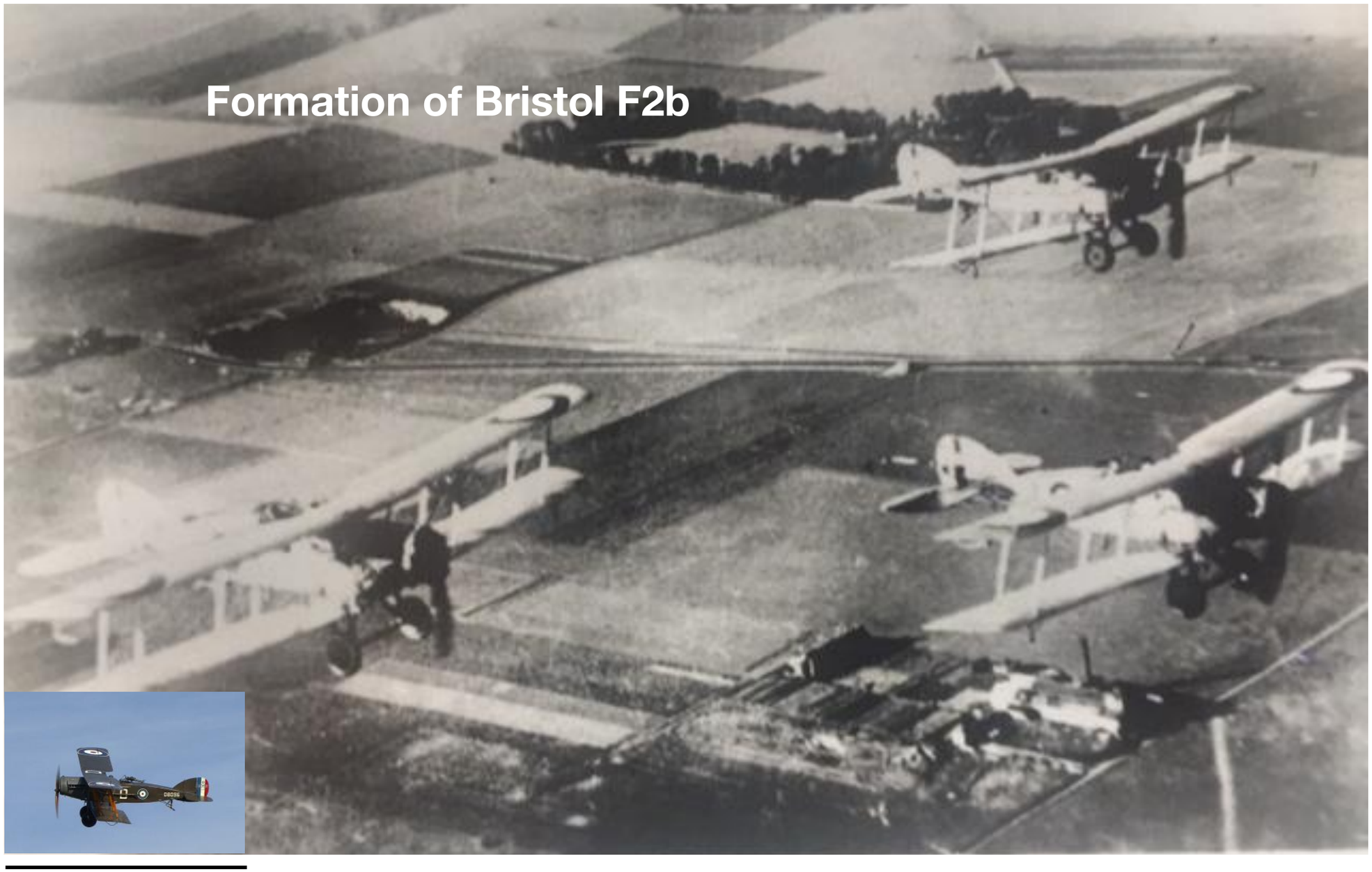
AW Siskin 111A

Siskin IIIa crashed by Flight Cadet Clarkson. Landing with drift caused this type of prang - which was fairly common! Known in those days as a 'Chinese Three Pointer' - one wheel, one wing and the tail skid.

Bristol F2b - February 1928 to August 1938

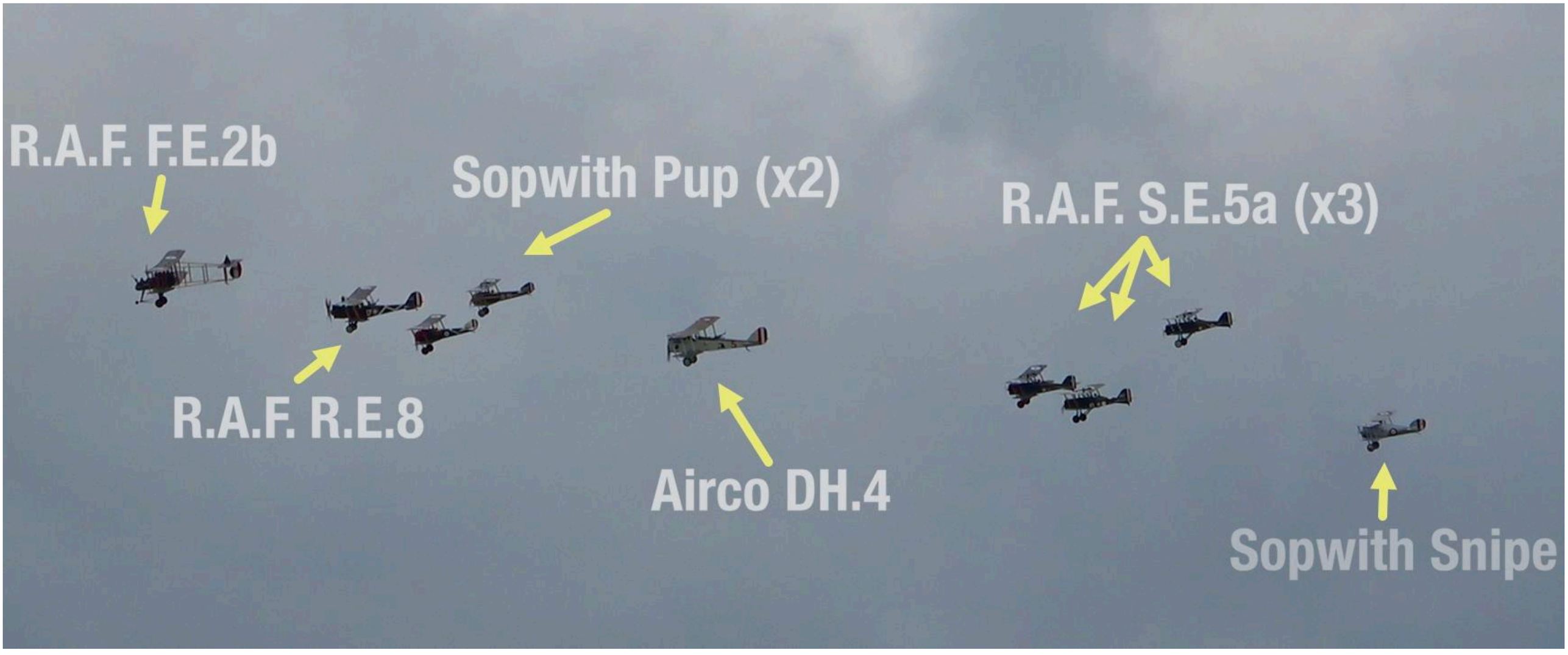
According to Peter Green and Mike Hodgson, operated by:
RAF College February 1920 - August 1938

The Bristol F.2 Fighter was a British two-seat biplane fighter and reconnaissance aircraft of the First World War developed by Frank Barnwell at the Bristol Aeroplane Company. It is often simply called the Bristol Fighter**,** other popular names include the *"Brisfit"* or *"Biff"*. Although the type was intended initially as a replacement for the pre-war Royal Aircraft Factory B.E.2c reconnaissance aircraft, the newly available Rolls-Royce Falcon V12 engine gave it the performance of a two-seat fighter. Despite a disastrous start to its career, the definitive F.2B version proved to be an agile aircraft that was able to hold its own against opposing single-seat fighters; its robust design ensured that it remained in military service into the 1930s. Some surplus aircraft were registered for civilian use, and dedicated civilian versions proved popular.



New Zealand 2019 - Flyby of Vintage Aircraft

The author found this photo on social media shortly after the commemorative flight



DH 10 - Mid/late-1920s

NOT OPERATED BY RNAS CRANWELL OR THE RAF COLLEGE
However, this photo was found amongst RAF College archived photos

Gypsy Moth DH60M - 1928 to 1932

According to aero-modeller Peter Stephenson, operated by:
RAF College 1928 - 1932

The de Havilland DH.60 Moth was a 1920s two-seat touring and training aircraft developed into a series of aircraft by the de Havilland Aircraft Company. Although the DH.60T was aggressively marketed as a military trainer, response was rather lukewarm. In particular the RAF initially purchased only a handful of aircraft for testing and found that many aspects of the Moth did not suit their method of military flight training. However, by 1931 the RAF had acquired 124 DH.60M Moths and these were used by the Central Flying School and other training units until 1939.

Armstrong Whitworth Atlas - 1928 to 1934

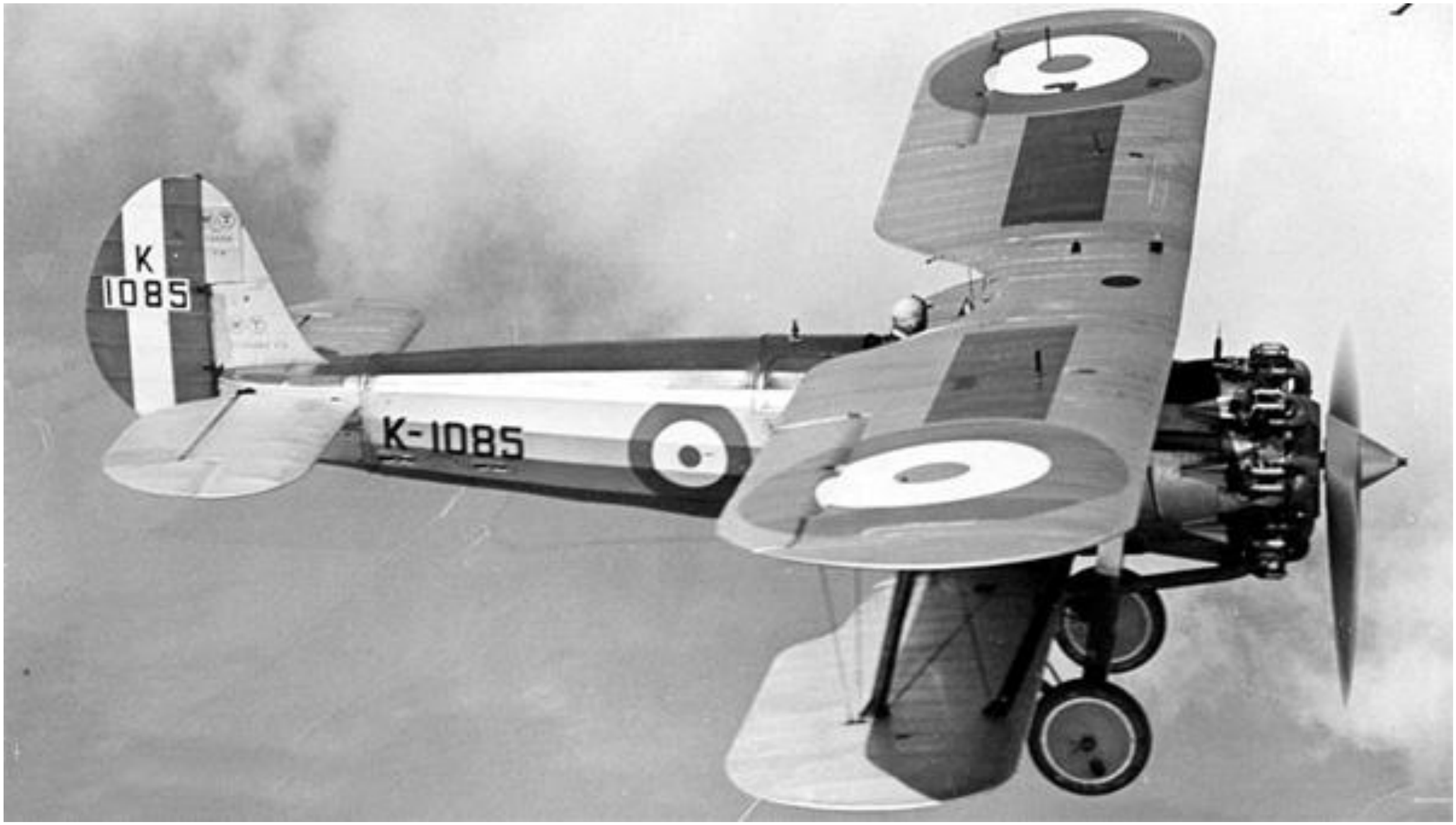
According to Peter Green and Mike Hodgson, operated by:
RAF College January 1929 - August 1939 *(sic),* possibly only 1928 - 1934

The Armstrong Whitworth Atlas was a British single-engine biplane designed and built by Armstrong Whitworth Aircraft. It served as an army co-operation aircraft for the Royal Air Force (RAF) in the 1920s and 1930s. It was the first purpose-designed aircraft of the type to serve with the RAF. Once the initial handling problems had been solved by the fitting of slats, the Atlas proved well suited to the army co-operation role, serving both at home and overseas, with 208 squadron, being the first squadron to operate Atlases outside Britain, replacing Bristol fighters at Heliopolis, Egypt in 1930. Atlases were also used for communications duties[3] and as advanced trainers, with 175 dual-control models built. The Atlas continued in service in the army co-operations role until replaced with the Hawker Audax, a variant of the Hawker Hart, with the last operational squadron, 208, re-equipping in 1935. It was also replaced in the advanced trainer role in 1935 by the Hawker Hart Trainer.

Bristol Bulldog TM - 1928 to 1936

According to Peter Green and Mike Hodgson, operated by:
RAF College January 1929 - August 1939 *(sic),* possibly only 1928 - 1936

The Bristol Bulldog was a British RAF single-seat biplane fighter designed during the 1920s by the Bristol Aeroplane Company. More than 400 Bulldogs were produced for the RAF and overseas customers, and it was one of the most famous aircraft used by the RAF during the inter-war period. 59 of a two-seat training version,TM (Type 124) were also built.



Fairey Fox - January 1929 to August 1939

According to Peter Green and Mike Hodgson, operated by:
RAF College January 1929 - August 1939

The Fairey Fox was a light bomber and fighter biplane of the 1920s and 1930s. It was originally produced in Britain for the RAF, but continued in production and use in Belgium long after it was retired in Britain. The Fox III was the variant used for a British built, Kestrel powered demonstrator (later designated Fox IV).

Hawker Hart - January 1929 to 1940

According to Peter Green and Mike Hodgson, operated by:
RAF College January 1929 - August 1939
SFTS Cranwell September 1939 - 1940

The Hawker Hart was a British two-seater biplane light bomber aircraft of the RAF. It was designed during the 1920s by Sydney Camm and manufactured by Hawker Aircraft. The Hart was a prominent British aircraft in the inter-war period, but was obsolete and already side-lined for newer monoplane aircraft designs by the start of the Second World War, playing only minor roles in the conflict before being retired. A specialised Hart Trainer was also built which dispensed with the gunner's ring.

Avro Tutor - January 1929 to June 1941

According to Peter Green and Mike Hodgson, operated by:
RAF College January 1929 - August 1939 *(sic)*, possibly only 1933 - 1939
2 Flying Instructors School/2 CFS September 1940 - June 1941

The Avro Type 621 Tutor was a two-seat British radial-engined biplane from the interwar period. It was a simple but rugged basic trainer that was used by the Royal Air Force as well as many other air arms worldwide. The Avro Model 621 was designed by Roy Chadwick as an Avro private venture metal replacement for the Avro 504. Conceived as a light initial pilot trainer, the biplane design featured heavily staggered equal-span, single-bay wings; the construction was based on steel tubing (with some wooden components in the wing ribs) with doped linen covering. A conventional, fixed divided main undercarriage with tail-skid was used in all but the latest aircraft, which had a tailwheel.

Biplanes over Cranwell 1931 - Hawker Furies?

This photo was found amongst RAF College archived photos

Drawn by F./O. W. E. Johns.] *[By Courtesy of the Aircraft and General Fine Art Company.*

OVER CRANWELL.

Hawker Fury - 1931 to 1940

According to Peter Green and Mike Hodgson, operated by:
RAF College January 1929 - August 1939 *(sic)* more likely 1931 - August 1939
SFTS Cranwell September 1939 - 1940

The Hawker Fury was a British biplane fighter aircraft used by the Royal Air Force in the 1930s. It was a fast, agile aircraft, and the first interceptor in RAF service capable of speed higher than 200 mph (321 kmh). It was the fighter counterpart to the Hawker Hart light bomber. After their front line service ended, they continued in use as trainers.

Hawker Audax - 1935 to August 1939

According to Peter Green and Mike Hodgson, operated by:
RAF College January 1929 - August 1939 *(sic)* more likely 1935 - 1939
STFS Cranwell September 1939 - 1940

The Hawker Audax was a Hart variant, designed for army cooperation, seeing much service in the British Empire. The first Audax flew in late 1931 and over 700 Audaxes were produced (including export). The Audax was similar to the Hart, though had some modifications, including a hook to pick up messages. The Audax was armed with a single .303 in (7.7 mm) Lewis light machine gun and a .303 in (7.7 mm) Vickers machine gun. The Audax was powered by a version of the Kestrel engine and had a maximum speed of 170 mph (274 km/h).

Hawker Hector - 1937 to August 1939

According to Peter Green and Mike Hodgson, operated by:
RAF College January 1929 - August 1939 *(sic)* more likely 1937 - 1939

The Hawker Hector was a British biplane, army co-operation and liaison aircraft of the late 1930s; it served with the Royal Air Force and saw brief combat in the Battle of France in May 1940. Some Hectors were later sold to Ireland. It was named after the Trojan prince Hector. Hectors were used by the RAF from 1940 as target-tugs, and for towing General Aircraft Hotspur training gliders.

Westland Wallace - 1935 to 1941

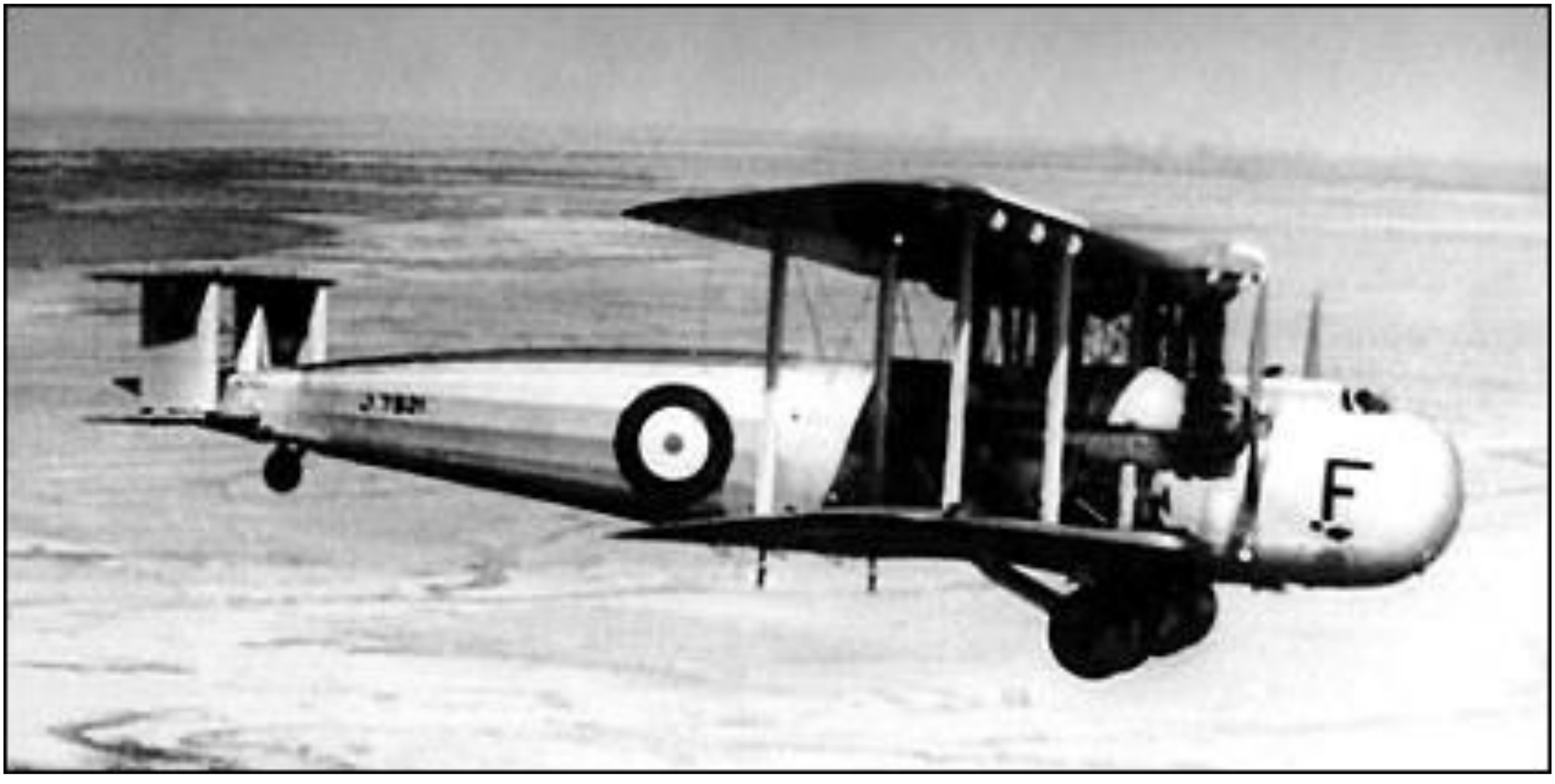
According to Peter Green and Mike Hodgson, operated by:
1 E&W School August 1929 - September 1940 *(sic)* possibly only 1935 - 1940
1 Signals School August 1940 - January 1941

The Westland Wallace was a two-seat, general-purpose biplane of the RAF, developed by Westland as a follow-on to their successful Wapiti. As the last of the interwar general purpose biplanes, it was used by a number of frontline and Auxiliary Air Force Squadrons. Although the pace of aeronautical development caused its rapid replacement in frontline service, its useful life was extended into the Second World War with many being converted into target tugs and wireless trainers. In 1933, a Westland Wallace became the first aircraft to fly over Everest, as part of the Houston-Mount Everest Flight Expedition.

Vickers Valentia - 1936 to 1941

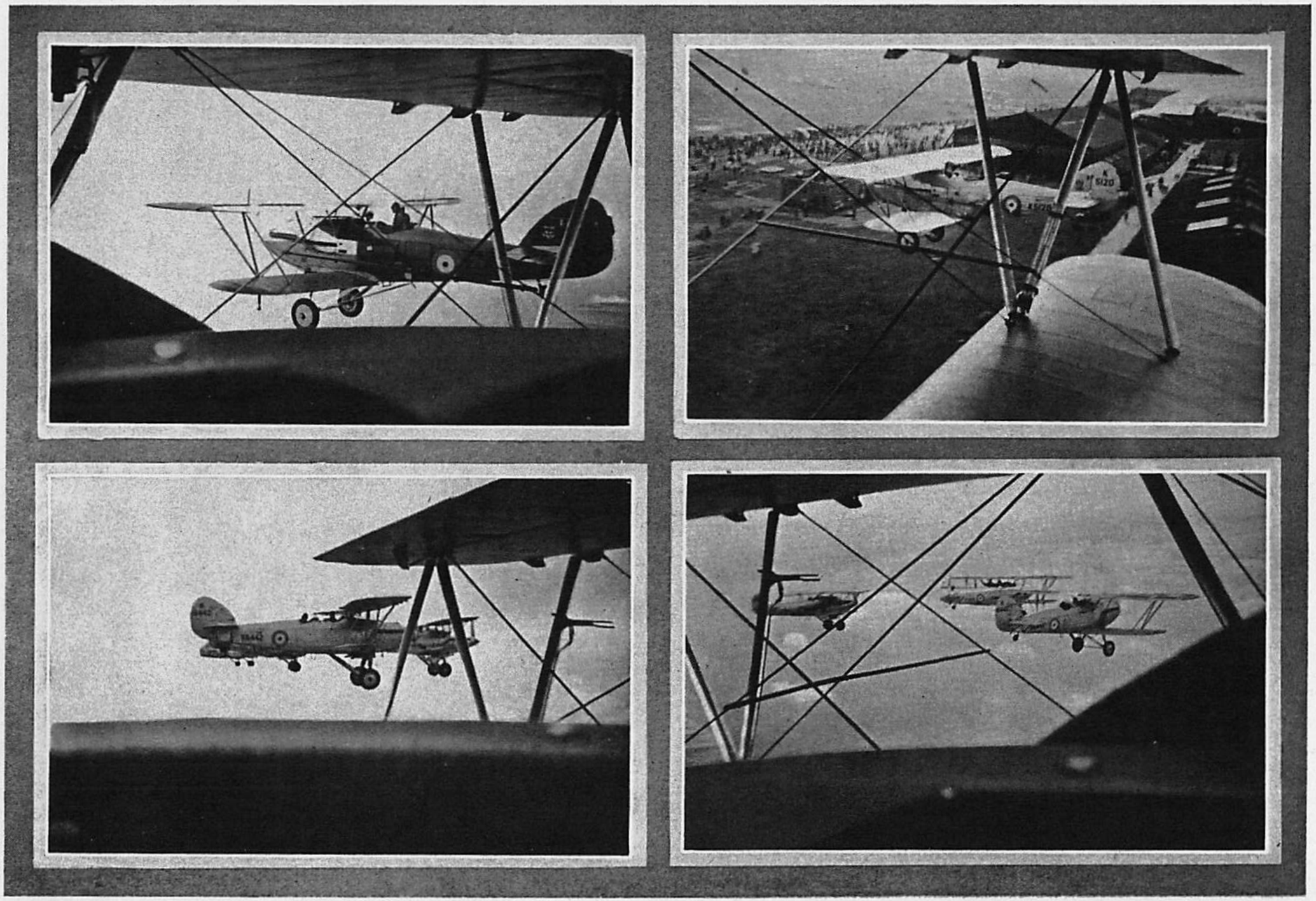
According to Peter Green and Mike Hodgson, operated by:
1 E&W School August 1929 - September 1940 *(sic)* possibly only 1936 - 1940
1 Signals School August 1940 - February 1942

The Vickers Valentia (company designation Type 264) was a biplane cargo aircraft built by Vickers for the RAF. The majority built were conversions of the earlier Vickers Victoria. Valentias were extensively used for transport operations in the Middle East, and when necessary used for bombing operations with bomb racks under the wings. Valentias were also experimentally fitted with loudspeakers used to address people being overflown (in this case potentially rebellious tribes during air policing duties). The Valentia was also used for experiments with aerial refuelling by Alan Cobham.



Tiger Moths - 1937

This photo was found amongst RAF College archived photos
Not operated from Cranwell till May 1945 with 19 FTS



[*Photographs by "Flight Cadet."*

EMPIRE AIR DAY AT CRANWELL.

Cranwell Training Facilities 1920s